

IN THE CLAIMS:

Please amend claim 1 as shown below, in which deleted terms are indicated with strikethrough and/or double brackets, and added terms are indicated with underscoring. Also, please add new claims 2-7 as shown below.

1. (Currently amended) A fuel cut-off device for an engine, in which one of a plurality of generating coils provided in a generator driven by an engine is connected to a normally-opened type solenoid valve adapted to block a fuel passage in a carburetor during energization of the solenoid valve, through an engine control switch adapted to be operated to a turned-off position in which an engine ignition device is brought into an inoperative state and a turned-on position in which said engine ignition device is brought into an operative state, thereby supplying an output from said one generating coil to said solenoid valve in the turned-off position of said engine control switch,

wherein said engine control switch is constructed so that the output from said one generating coil ~~can be~~ is supplied to an electric load, together with outputs from the other generating coils in the turned-on position of said engine control switch.

2. (New) The fuel cut-off device according to claim 1, wherein the output from said one generating coil is selectively supplied to the solenoid valve, a battery and the electrical load through a rectifier and said engine control switch.

3. (New) The fuel cut-off device according to claim 2, wherein the outputs from said other

generating coils are selectively supplied to the battery and the electrical load through another rectifier and said engine control switch.

4. (New) The fuel cut-off device according to claim 1, wherein said solenoid valve includes a valve member which engages with a seat of the fuel passage in the carburetor during energization of the solenoid valve .

5. (New) A control system for an engine and a generator driven by the engine is, comprising:

an engine ignition device;

an engine control switch adapted to be operated to a turned-off position in which said engine ignition device is brought into an inoperative state and a turned-on position in which said engine ignition device is brought into an operative state;

a carburetor;

a normally-opened type solenoid valve adapted to block a fuel passage in said carburetor during energization of the solenoid valve;

wherein

said generator includes multiple generating coils;

said engine control switch supplying an output from one of said generating coils to said solenoid valve in the turned-off position of said engine control switch; and

said engine control switch supplying outputs from all of said generating coils to an electric load in the turned-on position of said engine control switch.

6. (New) The control system for an engine according to claim 5, wherein the output from said one generating coil is selectively supplied to the solenoid valve, a battery and the electrical load through a rectifier and said engine control switch.

7. (New) The control system for an engine according to claim 6, wherein the outputs from said generating coils other than said one generating coil are selectively supplied to the battery and the electrical load through another rectifier and said engine control switch.

8. (New) The fuel cut-off device according to claim 5, wherein said solenoid valve includes a valve member which engages with a seat of the fuel passage in the carburetor during energization of the solenoid valve .